



## (사) 한국도선사협회

수 신 : 각 도선사회 회장

참 조 :

제 목 : 「2019년도 도선사용 승하선설비 안전 캠페인(설문조사)」 참여 요청



1. 안전도선에 진력하시는 도선사님의 건승을 기원합니다.

2. 국제도선사협회(IMPA)에서는 2019년 10월 1일(화)부터 14일(월)까지 2주간 전 세계적으로 「도선사용 승하선설비 안전 캠페인(설문조사)」을 실시하오니, 전국 항만의 도선사께서는 기간 중 도선하는 선박의 도선사용 승하선설비가 현행 SOLAS 협약 규정에 맞게 설치되었는지 모니터링하고 아래의 설문조사에 적극적으로 응답해 주시기 바랍니다.

3. 본 설문조사 결과는 매년 국제해사기구(IMO) 등에 제공되어 도선사 안전 확보, 권리보호 등을 위한 자료로 활용되고 있으나 대한민국은 주변 국가(일본 - 매년 200건 이상 회신 등)에 비해 캠페인 참여율이 매우 저조한 상황입니다.

4. 이에 따라 도선사 안전문화 확산과 생명보호 등을 위해 진행되는 이번 캠페인에 국제해운계를 이끌어가는 대한민국 도선사 여러분의 적극적인 참여를 부탁드립니다, 각 지회에 비치된 종이설문지를 1부 작성하시어 해당 지회로 제출해 주시기 바랍니다.(개인 스마트폰/PC를 이용한 온라인 설문조사 참여도 가능)

5. 특히, 안전 캠페인을 소개하는 홍보자료(리플렛)를 각 지회에 배포하오니 기간 중 입출항하는 선박에 관련 내용을 소개하는데 적극적으로 활용해 주시기 바랍니다.

6. 더불어 각 지회에서는 도선사의 적극적인 참여를 독려해 주시고 설문지를 2주간 비치·배포하여 취합한 후, 10월 15일(화)까지 협회로 보내주시기 바랍니다.

- 아 래 -

가. 일 시 : 2019년 10월 1일(화) ~ 14일(월)까지 (2주간)

나. 참석대상 : 한국도선사협회 소속 도선사 전체

다. 개 요 : 임의 선박 1척에 대하여 종이설문지 혹은 온라인 설문조사에 응답  
(도선한 선박에 대한 평균적인 데이터를 확보하기 위함이므로 결함이 없으면 '없음'으로 회신)

라. 참여방법 :

1. 종이설문지 이용시	2. 개인모바일기기 이용시
① 각 지회에 비치된 종이설문지 수령(총2장) ② 도선현장에서 도선 후 종이설문지 작성 ③ 각 지회에 응답한 종이설문지 제출 ④ 각 지회는 접수된 종이설문지를 취합하여 10/15(화)까지 협회에 팩스/이메일 전달	① 개인 스마트폰/PC에서 <a href="http://survey.impahq.org">http://survey.impahq.org</a> 접속 ② Submit a report 버튼 클릭 ③ E-mail : 개인 이메일 주소 입력 Password : ladder 입력 ④ 양식에 맞게 응답 후 제출 ※한번 제출 후 수정 불가

붙임 : 1. 관련 문서 사본 각1부.

2. 안전 캠페인 홍보자료(리플렛) 샘플 각1부. 끝.

한 국 도 선 사 협 회  
회 장 임 상



사 원 전 진 과 장 박유진 차 장 임재근 부 장 김명석 상 무 윤석배  
 시 행 도선협 제183호 ( 2019. 09. 18. ) 접 수 ( )  
 주 소 07238 서울시 영등포구 국회대로76길 18, 10층(여의도동, 오성빌딩) / www.kmpilot.or.kr  
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**Our Ref:** Safety Campaign 2019

**Date:** 16 September 2019

**IMPA NOTICE No 925**

Dear Colleagues,

I am writing to advise you that the IMPA Safety Campaign will take place from **1-14 October 2019**.

You can access the smartphone/tablet compatible survey via the link <http://survey.impahq.org> and log into the site using your email address and the universal password '**ladder**'.

If an internet connection is available on the vessel, submissions may be made whilst on board. If there is no internet available a printable form can be used to note details until the data can be input online, when ashore. There are links on the home page of the IMPA website [www.impahq.org](http://www.impahq.org) for both the survey and to download a printable form, as per the illustration attached.

This year for the first time there is the option of reporting on Helicopter "boarding" arrangements. (Under "Means of Transfer" on campaign web page) We will not include these results in our IMO submission as there are no SOLAS requirements for Helicopters, but we will collate the results separately, and publish them.

If you have not already done so, please forward these instructions to your members in time for the start of the campaign. In any case, please urge your members to support the campaign by reporting **all their transfers (good or bad arrangements)** during the campaign survey period. Please note that **only entries for transfers made during the survey period 1-14 October inclusive will be accepted** although the site will remain live until 20 October to allow time for those who have not been able to input their reports immediately.

Please contribute to this vital task for the benefit of Maritime Pilots worldwide. Yours sincerely

Yours sincerely

Nick Cutmore  
Secretary General  
International Maritime Pilots' Association





## IMPA SAFETY CAMPAIGN 1-14 October 2019

Please go to <http://survey.impahq.org> and enter data for each ship you board during the above dates  
Data published from this survey will be anonymous

Date ..... Port ..... Member association .....

Supporting Images Yes ☐ No ☐

### VESSEL DATA

Flag .....

Freeboard (metres) .....

### VESSEL TYPE

- |  |  |                                      |  |
|--|--|--------------------------------------|--|
| <input type="checkbox"/> General Cargo     | <input type="checkbox"/> Oil Tanker      | <input type="checkbox"/> Ro/Ro       | <input type="checkbox"/> Passenger         |
| <input type="checkbox"/> Container         | <input type="checkbox"/> Gas Tanker      | <input type="checkbox"/> Reefer      | <input type="checkbox"/> Fishing           |
| <input type="checkbox"/> Bulk Carrier      | <input type="checkbox"/> Chemical Tanker | <input type="checkbox"/> Car-Carrier | <input type="checkbox"/> Rig Supply Vessel |
| <input type="checkbox"/> Other (e.g. Navy) |  |                                      |  |

### MEANS OF TRANSFER

- |                                       |                                       |   |                                  |
|---------------------------------------|---------------------------------------|---|----------------------------------|
| <input type="checkbox"/> Pilot Ladder | <input type="checkbox"/> Combination  | <input type="checkbox"/> Side Door & Pilot Ladder | <input type="checkbox"/> Gangway |
| <input type="checkbox"/> Helicopter   | <input type="checkbox"/> Deck to Deck |   |                                  |

### HELICOPTER TRANSFER ARRANGEMENTS

#### DEFECTS ON HELICOPTER TRANSFER ARRANGEMENTS

- ☐ Was there safe access on or off the Helicopter deck?
- ☐ Was Ship/Helicopter communications effective?
- ☐ Was there sufficient lighting of the helideck access?

#### WHAT TYPE OF HELICOPTER OPERATIONS WERE USED? (If answer is YES then tick the box)

##### Helicopter landing

- ☐ Was the landing area marked as per the ICS guide? (e.g. vessel name and maximum load in tons, clear zone)
- ☐ Were all obstructions clearly painted?
- ☐ Was the clear zone free of obstacles?
- ☐ Was the obstacle free zone (free of obstacles >25cm)
- ☐ Was the manoeuvring zone free of obstacles in a ratio of 1:5D?
- ☐ Was the helicopter deck sufficiently illuminated for Heli deck landing?
- ☐ Was the fire party correctly positioned set with all firefighting equipment?
- ☐ Did ships crew follow the correct procedures for helicopter landing?

##### Winching via Helicopter

- ☐ Was the winching area correctly marked as per the ICS guide?
- ☐ Was the clear zone free of obstacles?
- ☐ Were the obstacles >3 meters in the inner manoeuvring zone clearly painted?
- ☐ Was the manoeuvring zone free of obstacles in ratio 1:5 D?
- ☐ Were the obstacles >6 meters in the outer manoeuvring zone clearly painted?
- ☐ Was the bridge wing used as last resort for winching?
- ☐ Did ships crew follow the correct procedures for winching?

### PILOT TRANSFER ARRANGEMENTS

Did the Vessel comply with SOLAS V Reg 23 and IMO Res A1045 YES ☐ NO ☐ (If the answer is YES you can stop here)

## Pilot Ladder

- |   |   |   |   |
|---|---|---|---|
| <input type="checkbox"/> Not against Ship's Hull            | <input type="checkbox"/> Steps not horizontal         | <input type="checkbox"/> Incorrect step fittings          | <input type="checkbox"/> Steps not equally spaced |
| <input type="checkbox"/> Steps broken                       | <input type="checkbox"/> Steps dirty/slippy           | <input type="checkbox"/> Steps not of suitable material   | <input type="checkbox"/> Steps painted            |
| <input type="checkbox"/> Steps not stable                   |   |   |   |
| <input type="checkbox"/> Sideropes not of suitable material | <input type="checkbox"/> Poorly rigged retrieval line | <input type="checkbox"/> Pilot Ladder too far forward/aft |   |
| <input type="checkbox"/> Pilot Ladder more than 9 metres    | <input type="checkbox"/> Other                        |   |   |

### Bulwark/Deck

- Bulwark/Deck** ☐ No/faulty handhold stanchions ☐ Ladder not secured properly ☐ No bulwark Ladder ☐ Other

## Combination

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Accommodation Ladder not leading aft                      | <input type="checkbox"/> Lower platform stanchions/rail rigged incorrectly   | <input type="checkbox"/> Accommodation ladder too steep (>45 degrees)                           |
| <input type="checkbox"/> Pilot ladder not attached 1.5m above accommodation ladder | <input type="checkbox"/> Lower platform not horizontal<br><input type="checkbox"/> Lower platform less than 5 metres above the sea | <input type="checkbox"/> Ladder(s) not secured to ship's side<br><input type="checkbox"/> Other |

## Safety Equipment

- ☐ Inadequate Lighting at night      ☐ No lifebuoy with self-igniting light      ☐ No VHF communication with the bridge
- ☐ No Heaving Line      ☐ No responsible Officer in attendance      ☐ Other

### Defects Reported

- ☐
- Please tick box if defect(s) reported to the Authorities

### Additional Comments